

# BROWNSVILLE DAILY HERALD.

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BROWNSVILLE, TEXAS, SATURDAY, FEBRUARY 15, 1908

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## Cheap Power

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### STOVER GASOLINE ENGINE

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OUR LINE OF PLOWS AND PLANTERS IS COMPLETE

E. H. CALDWELL, Corpus Christi, Tex.

## TO SEE OFFICIALS ABOUT BRIDGE

Said to be Why Capitalists Went to Mexico.

Matamoros Railway to be Part of Direct Line From U. S. to Federal District--Bridge a Certainty at Brownsville.

The fact that from Brownsville the party of St. Louis capitalists, is rumored to have purchased the Matamoros street railway line, went to the City of Mexico has, to a great extent, given added weight to the stories of the transfer. It is believed that the St. Louisans went to the capital for the purpose of interviewing the Mexican officials regarding the construction of a bridge between Santa Cruz and Brownsville.

"I think I can say positively," said a Brownsville man last evening, "that the Matamoros street railway has been purchased by northern capitalists and that the price was \$55,000, Mexican money. There is very little doubt, in fact, that the party of St. Louisans who visited Brownsville this week, who are the principal owners of the St. Louis, Brownsville & Mexico railroad are interested in this deal.

"I have been given to understand that it is the intention of the new owners to change the road entirely. New tracts will be laid; the mule system done away with. The construction of the bridge at Brownsville is now rendered certain. This will be the connecting link between the St. L., B. & M. and the National Lines of Mexico.

"You have been told, I see through caps HERALD, 'that the Brownsville road is contemplating improvements. You have also stated that the management is trying to run directly into Houston. Both of these statements on the part of the management bear up the stories to the effect that some sort of an agreement has been reached between the owners of the Brownsville road and National Lines. With new tracks laid over certain parts of the Brownsville line; with heavier ballast for a long distance; with connection direct to Houston; with the Matamoros railroad a connecting link, and with the bridge across the Rio Grande, the Brownsville road will be part of the most direct line to Mexico City from the North, and its trains will have the shortest schedule. The improvements spoken of are necessary before fast Pullman express trains can burn up distance.

"The presence in Brownsville several times during the last few months of J. A. L. Waddell, the great northern engineer and builder of bridges, can only be accounted for by the fact that the Rio Grande bridge is a thing of the near future. All of these things may not come in a few months, but I am positive they will materialize before January, 1909."

It has long been understood that one of the chief difficulties in the way of bridging the river at Brownsville was the fact that the donation of land at Brownsville to the St. Louis, Brownsville & Mexico railroad for depot purposes by James Stillman of New York, who is chief owner of the ferry between

Brownsville and Santa Cruz, was made with the distinct provision that the railroad company should not bridge the river here. It is said now, however, that some agreement has been made with Mr. Stillman whereby this provision may be recinded, and the right to the river front secured from the Stillman estate for the building of the bridge here.

## MONTEREY MAN WAS PURCHASER OF RAILROAD.

The story to the effect that the Matamoros Street Railroad has been sold has been confirmed.

Roberto Bennevende of Monterey, Mex., was the purchaser, paying \$50,000, American money, for the property. Whether Mr. Bennevende was acting for himself or for other persons has not been divulged, but certain facts lead to the belief that he was acting for St. Louis people who are also interested in the Brownsville road. This party, which spent a week in Brownsville, left the night before last for Monterey.

The sale includes the street railway line proper and 200 acres of land in and about Santa Cruz.

### Secretary Barnes Here.

Charles M. Barnes, who has been chosen secretary of the Lower Rio Grande Valley Commercial Club arrived last night from San Antonio and entered upon his duties today. Mr. Barnes has been for a number of years a member of the



CHARLES M. BARNES.

staff of the San Antonio Daily Express. He has been connected with the work of the Business Men's Club there, and brings its commendations with him, its former Secretary, Charles N. Kight, having strongly endorsed him for the similar position here. Mr. Barnes says his motto will be to attend best to everybody's business by attending strictly to his own, which will be the duties connected with the position of secretary of the Commercial Club.

### Twentieth Century Club.

The club was delightfully entertained Wednesday afternoon by Mrs. Norman E. Randall. Mrs. Sprague of La Coma was a guest at the meeting. The first prize, a dainty crocheted shawl, was won by Miss Anna Kenedy. Mrs. Sprague was the envied winner of the second, an embroidered bureau scarf, made by the hostess' own deft fingers. Refreshments were served after the game was concluded.

Mrs. A. G. Putegnat will entertain the club next Wednesday.

## SEE SAN BENITO

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Rich Soil--Perfect Climate--Irrigation

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Orange, Lemon and Grape Fruit Trees

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Budded Pecans, Figs, Magnolia and Other Varieties, California Grapes, Japan Persimmons, Palms.

All Kinds of Nursery Stock

adapted to the Gulf Coast Country. Call and see samples and leave orders with

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is Convenient



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## FOR THE BEST LAND AND BEST WATER CONTRACT EVER OFFERED IN THE VALLEY SEE HALLAM COLONIZATION CO., Sales Managers of the LA DONNA LAND SYNDICATE

We are offering in this a fine body of well drained Delta land, suitable for all staple crops, including Sugar Cane, Alfalfa, Corn, Cotton and truck growing. The lands extend from the Military Road, near RUN, where such success has already been attained in truck farming, to the Railway near Donna Station. The northern portion of the tract is somewhat of a sandy nature, making it admirably adapted to fruit growing. Citrus fruits and figs will do well.

There is at Run the largest settlement of American families at any point in the valley, with a school of over forty pupils. A canal has been in operation for several years and this will be used to furnish water to those who want to go to work at once. THE NEW CANAL IS BEING BUILT, A SUGAR MILL is already contracted for, and a switch will be built from the Railway at Donna to the site of the Sugar Mill, thus giving railway facilities to the purchasers of land, convenient to all.

For further particulars, or sales contracts, call on us.

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